

# COUNTY OF SUFFOLK

**Z-3**



**Steven Bellone**  
SUFFOLK COUNTY EXECUTIVE

**Natalie Wright**  
Commissioner

**Department of Economic Development and Planning**  
**Division of Planning and Environment**

**Applicant:** Dennis Forman  
**Municipality:** Islip  
**Location:** n/s/o NYS Rte. 27 North Service Road ~ 300' e/o Lincoln Ave

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**Received:** 4/22/2021  
**File Number:** IS-21-03  
**T.P.I.N.:** 0500 23600 0300 021002  
**Jurisdiction:** w/in 500 feet of NYS Rte. 27

## ZONING DATA

- Zoning Classification: Business 2 and Industrial 1
- Minimum Lot Area: 7,500/20,000
- Section 278: N/A
- Obtained Variance: No

## SUPPLEMENTARY INFORMATION

- Within Agricultural District: No
- Shoreline Resource/Hazard Consideration: No
- Received Health Services Approval: No
- Property Considered for Affordable Housing Criteria: No
- Property has Historical/Archaeological Significance: No
- Property Previously Subdivided: N/A
- Property Previously Reviewed by Planning Commission: No
- SEQRA Information: Yes
- SEQRA Type: FEAF
- Minority or Economic Distressed: No

## SITE DESCRIPTION

- Present Land Use: vacant
- Existing Structures: yes
- General Character of Site: level
- Range of Elevation within Site: 40-50 amsl
- Cover: 2 acres forested, 1.4 acres roads, buildings, and other paved surfaces
- Soil Types: Riverhead sandy loam and Carver and Plymouth sands
- Range of Slopes (Soils Map): 0-15%
- Waterbodies or Wetlands: none

## NATURE OF SUBDIVISION/ NATURE OF MUNICIPAL ZONING REQUEST

- Type: Zoning Change
- Layout: Stand alone
- Area of Tract: 3.4 acres
- Yield Map: yes
  - No. of Lots: 1
  - Lot Area Range: 3.4
- Open Space: N/A

## ACCESS

- Roads: Public (Sunrise Highway and Lincoln Avenue)
- Driveways: private

## ENVIRONMENTAL INFORMATION

- Stormwater Drainage
  - Design of System: CB/Natural Retention Area(s)
  - Recharge Basins no
- Groundwater Management Zone: I
- Water Supply: public
- Sanitary Sewers: Public

## PROPOSAL DETAILS

**OVERVIEW** – Petitioner seeks Change of Zone approval from the Islip Town Board on a 3.4 acre wooded property from Bus 2 and Industrial 1 to all Industrial 1 for the construction of a three story, 147,600 Gross Square Foot (ground floor footprint of 49,200sf) ministorage warehouse in the hamlet of Holbrook. Associated site improvements for the Mini-storage facility include landscaping, lightings, a storm water recharge basin and on-site parking.

The subject property is located at the southeastern terminus of an existing developed industrial park located on the north side of the NYS Rte. 27 - Sunrise Highway North Service Road approximately 300 feet east of Lincoln Avenue (Town road). The subject property is a vacant commercial site with an existing building present associated with the most recent “statuary” use.

As indicated in a conceptual site plan referred to the Suffolk County Planning Commission access to the proposed development is to be from two existing right turn only curb cuts to the NYS Rte. 27 N. Service Road. In addition, “cross-access” to adjacent commercial property is provided at the southwest corner of the property.

According to information provided on the “Site Plan” map (prepared by Key Civil Engineering dated 11/4/2020), referred to the Suffolk County Planning Commission by the Town of Islip, provided parking would be in conformance with the Town of Islip zoning law. However, as much as a fifty-six percent (56%) parking variance may be required as indicated in Town of Islip staff analysis on a 2013 prior “smaller self-storage building” wherein the staff indicated 134 off street parking stalls are required by Town of Islip Zoning Law and the provision of 59 spaces was proposed. It is not apparent in the referral that off street parking requirements has been resolved. Parking Stall Demand Reduction (PSDR) techniques may be useful to address any unresolved issues. The Town Board and the Petitioner when reviewing potential parking shortfalls may wish to consider methods to reduce parking stall demand on site or in conjunction with the existing commercial industrial park to the north. Techniques may include, but are not limited to parking management programs, employee commute options (rideshare incentives, preferred HOV parking), discounted transit passes (if applicable), provision of bicycle parking facilities, etc.

The Petitioner should investigate “Parking Stall Demand Reduction” or “PSDR” techniques for the creation of additional buffers and natural storm water treatment. The Suffolk County Planning Commission has produced a draft “model code” and report on such PSDR techniques and has recommended that no building or structure should be constructed, used or occupied without the adoption of Parking Stall Demand Reduction (PSDR) techniques conditioned, through covenants and restrictions, on land use and development approvals issued by municipal planning boards. For convenience a link to the model code is provided below:

<https://www.suffolkcountyny.gov/portals/0/formsdocs/planning/SCPlanningCommission/2019/PSDR%20Final%20Draft%20103019.pdf>

The subject property is within the existing Suffolk County Sewer District #3 - Southwest. The proposed building is anticipated to make a connection to the District.

Potable water to the proposed subject development site will be provided by existing SCWA mains.

A proposed Drainage Reserve Area including a “precast concrete headwall” is situated in the southwest corner of the property in proposed landscaped “buffer area”. The proposed project site is greater than one acre of land and will require the preparation of a Storm Water Pollution Prevention Plan (SWPPP).

The subject development property is located at southern end of a corridor of mostly improved Light industrial and commercial land along Lincoln Avenue. To the north the site abuts improved industrial land. East of the subject property is an area of standing water and wetland vegetation and beyond said standing water there is improved high density residential development. Adjacent and to the south the subject site abuts the NYS Rte. 27 North Service Road.

There are no mass transit providers along Lincoln Ave in proximity to the subject site. Along Church Avenue less than one mile to the north, Suffolk County Bus S54 can be found traversing east - west and then to points north along NYS Rte. 454 to Suffolk County offices in Hauppauge, as well as, south to Bayport then east along CR 85 (Montauk Highway) to the Patchogue Long Island Rail Road Train Station.

The proposed project site is within Hydro-geologic Management Zone I as per the Long Island Comprehensive Water Treatment Management Plan (LI 208 Study) and Article 6 of the Suffolk County Sanitary Code. The subject parcel is not located in a New York State Special Groundwater Protection Area (SGPA), and not in a State designated Critical Environmental Area. The site contains no regulated fresh or tidal wetlands however, standing water and wetland vegetation as part of the extreme and remnant headwaters of Brown Creek are found adjacent and to the east. The subject site is located in the 0 -10 year travel time to surface water bodies as identified in the Suffolk County Subwatersheds Management Plan.

## **STAFF ANALYSIS**

**GENERAL MUNICIPAL LAW CONSIDERATIONS:** New York State General Municipal Law, Section 239-I provides for the Suffolk County Planning Commission to consider inter-community issues. Included are such issues as compatibility of land uses, community character, public convenience and maintaining a satisfactory community environment.

The subject application for site development includes parcels located in an existing commercial/Industrial Park and is generally compatible with surrounding land uses within the Park. Properties to the east are improved with attached multi-family homes. With proper noise and lighting mitigation, it is not anticipated that the public convenience will be infringed and that the proposed project can be approved in a way that will continue to provide a satisfactory community environment.

## **LOCAL COMPREHENSIVE PLAN RECOMMENDATIONS:**

The Town of Islip Community Identify Plan for Holbrook/Bohemia designates this area for industrial development but makes no specific recommendations for the subject property. The general goals of the Plan are to promote a variety of housing types, recreational services, preserve open space, protect natural resources, protect identifiable communities and focus commercial development in downtown areas while reducing strip commercial development.

The 1988 Town of Islip Sunrise Highway Corridor Study recommends as an objective of future planning along the roadway corridor retaining industrial zoning along the corridor and enhancing existing downtown centers by resisting the conversion of land to retail development along the highway.

It is the belief of the staff that the location of the subject property as a transition between multi-family residences to the east and commercial uses to the north, as well as the site's proximity to major roadways makes it appropriate for the proposed use.

## **SUFFOLK COUNTY PLANNING COMMISSION GUIDELINE CONSIDERATIONS:**

The Suffolk County Planning Commissions has identified six general Critical County Wide Priorities and include:

1. Environmental Protection
2. Energy efficiency
3. Economic Development, Equity and Sustainability
4. Housing Diversity
5. Transportation and
6. Public Safety

These policies are reflected in the Suffolk County Planning Commission Guidebook (unanimously adopted July 11, 2012). Below are items for consideration regarding the above policies:

As indicated above all wastewater from the proposed development is to be treated via connection to the Suffolk County Sewer District #3 - Southwest.

Storm water drainage is purported be in conformance with Town of Islip Code and the Petitioner will be required to prepare a NYS Storm Water Pollution Prevention Plan (SWPPP). As noted above, the site contains no regulated fresh or tidal wetlands. However, standing water and wetland vegetation as part of the extreme limit and remnant headwaters of Brown Creek exist adjacent and to the east. The subject site is located in the 0 -10 year travel time to surface water bodies as identified in the Suffolk County Subwatersheds Management Plan. It is the belief of the staff that while the "wetland" is not a NYS regulated freshwater wetland as are wetlands to the south (NYS DEC S-3 Brown Creek/Great South Bay) care should be taken to limit adverse impacts to this pocket. Hence, it is recommended that the most landward limit of wetland vegetation be flagged in the field by a qualified expert, verified by the appropriate regulatory agency and shown on all surveys, maps, plans, plats or sketches. All required dimensional setbacks should be taken from the most landward limit of wetland.

The Petitioner should be encouraged to review the Suffolk County Planning Commission publication on *Managing Stormwater-Natural Vegetation and Green Methodologies* and incorporate into the proposal, where practical, design elements contained therein; particular on the east side of the subject property in proximity to the wetland pocket described above. In addition, opportunities exist on the subject development plan at the southern end and the south-west corner to include bio swales, rain gardens, etc.

Little mention of the consideration of energy efficiency is provided in the referral material to the Suffolk County Planning Commission. Staff to the Suffolk County Planning Commission reviewed the Town of Islip Code for commercial/industrial structure energy requirements. Section 68-30.3 of the Islip Code requires commercial building of all types to be built so that it is a minimum 20% more energy efficient overall than required by the New York State Energy Conservation Construction Code minimum standards. Planning Commission staff has found the Town of Babylon Code provides additional and detailed guidance to Petitioners seeking to maximize energy efficiency. Brookhaven Town also has a well-developed energy code. The Petitioners should be encouraged to review the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency and incorporate where practical, elements contained therein applicable to industrial development. Industrial buildings should be designed to accommodate rooftop solar and or green roof technologies to assist in energy efficiency and the reduction of greenhouse gases, particularly CO2. In addition the Town of Islip and the Petitioner when reviewing parking shortfalls may wish to consider the installation of an Electric Vehicle charging station as a mitigation to the variance request and as another method to reduce CO2 emissions.

Little detailed discussion is made in the petition to the Town and referred to the Commission on public safety and universal design. The Petitioner should review the Planning Commission guidelines particularly related to public safety and universal design and incorporate into the proposal, where practical, design elements contained therein.

In order to mitigate any potential adverse impact to motorists traveling along NYS Rte. 27 (Sunrise Highway) North Service road and residential dwellings to the east from site lighting impacts, all lighting on site should be contained on site and not bleed off onto adjacent properties. Site lighting should conform to “dark-sky” initiatives.

The Islip Town Board and the Petitioner when reviewing parking shortfalls may wish to consider methods to reduce parking stall demand on site or in the industrial park. Techniques may include, but are not limited to parking management programs, employee commute options (rideshare incentives, preferred HOV parking), discounted transit passes (if applicable), provision of bicycle parking facilities, etc. The Petitioner should investigate “Parking Stall Demand Reduction” or “PSDR” techniques for the creation of additional buffers and natural storm water treatment. The Suffolk County Planning Commission has produced a draft “model code” and report on such PSDR techniques and has recommended that no building or structure should be constructed, used or occupied without the adoption of Parking Stall Demand Reduction (PSDR) techniques conditioned, through covenants and restrictions, on land use and development approvals issued by municipal planning boards. For convenience a link to the model code is provided below:

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In order to mitigate potential noise impacts to residential properties to the east, premises should be encumbered by appropriate operational restrictions to adequately protect nearby residences (i.e. shielded lighting, hours of operation, truck deliveries, garbage pick-up, truck idling, outdoor speaker systems, building alarms, trash compaction, etc.)

## **STAFF RECOMMENDATION**

**Approval** of the change of zone request of Dennis Foreman with the following comments:

1. The Petitioner should contact/continue dialogue with the Suffolk County Department of Public Works with respect to connection to the Suffolk County Wastewater Sewer District #3 (Southwest).

2. The most landward limit of wetland vegetation should be flagged in the field by a qualified expert, verified by the appropriate regulatory agency and shown on all surveys, maps, plans, plats or sketches. All required dimensional setbacks should be taken from the most landward limit of wetland.
3. The Petitioner should be encouraged to review the Commissions publication on Managing Stormwater-Natural Vegetation and Green Methodologies and incorporate into the proposal, where practical, design elements contained therein.
4. The Petitioner should be encouraged to review the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency and incorporate where practical, elements contained therein applicable to industrial development. Industrial buildings should be designed to accommodate rooftop solar and or green roof technologies to assist in energy efficiency and the reduction of greenhouse gases, particularly CO<sub>2</sub>. In addition the Town of Islip and the Petitioner when reviewing parking shortfalls may wish to consider the installation of an Electric Vehicle charging station as a mitigation to the variance request as another method to reduce CO<sub>2</sub> emissions.
5. The Petitioner should review the Planning Commission guidelines particularly related to public safety and incorporate into the proposal, where practical, design elements contained therein.
6. The Petitioner should review the Planning Commission guidelines particularly related to universal design and incorporate into the proposal, where practical, design elements contained therein.
7. In order to mitigate any potential adverse impact to motorists traveling along NYS Rte. 27 (Sunrise Highway) North Service road and residential dwellings to the east from site lighting impacts, all lighting on site should be contained on site and not bleed off onto adjacent properties. Site lighting should conform to “dark-sky” initiatives.
8. The Islip Town Board and the Petitioner when reviewing parking shortfalls may wish to consider methods to reduce parking stall demand on site or in the industrial park. Techniques may include, but are not limited to parking management programs, employee commute options (rideshare incentives, preferred HOV parking), discounted transit passes (if applicable), provision of bicycle parking facilities, etc. The Petitioner should investigate “Parking Stall Demand Reduction” or “PSDR” techniques for the creation of additional buffers and natural storm water treatment. The Suffolk County Planning Commission has produced a draft “model code” and report on such PSDR techniques and has recommended that no building or structure should be constructed, used or occupied without the adoption of Parking Stall Demand Reduction (PSDR) techniques conditioned, through covenants and restrictions, on land use and development approvals issued by municipal planning boards. For convenience a link to the model code is provided below:  
  
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9. In order to mitigate potential noise impacts to residential properties to the east, premises should be encumbered by appropriate operational restrictions to adequately protect nearby residences (i.e. shielded lighting, hours of operation, truck deliveries, garbage pick-up, truck idling, outdoor speaker systems, building alarms, trash compaction, etc.)





